

NINTH ANNUAL REPORT  
OF THE  
COMMISSIONERS OF THE TRANS-  
CONTINENTAL RAILWAY

BEING FOR THE  
FISCAL YEAR ENDED MARCH 31  
1913

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EXCELLENT MAJESTY

1913







# NINTH ANNUAL REPORT

## OF THE

### NATIONAL TRANSCONTINENTAL RAILWAY COMMISSIONERS.

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OTTAWA, September 11, 1913.

Hon. F. COCHRANE, P.C.,  
Minister of Railways and Canals,  
Ottawa.

SIR,—I have the honour to transmit through you to His Royal Highness the Governor General in Council, the Ninth Annual Report of the Commissioners of the Transcontinental railway, being for the fiscal year ended March 31, 1913, setting forth the receipts and expenditures in connection with the eastern division of the National Transcontinental railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer, and in the reports of the District Engineers, hereto annexed.

The total expenditure during the fiscal year on account of construction was \$13,729,461.44, making the total expenditure on this account from the organization of the Commission, in 1904, to March 31, 1913, \$130,247,152.95.

(It should be noted in this connection that no payments have been made by the Commission on account of interest on capital expenditure; nor has the Commission refunded any part of the expenditure made by the Government on the approaches to the Quebec bridge before the taking over of the latter by the Commission as a part of the Transcontinental railway. Neither of these items, therefor, is included in the statement of expenditure to March 31, 1913.)

The total grading done to March 31, 1913, was 1,739 miles.

The total miles of track-laying was 1,720.36 miles in main line and 384.73 of sidings, yards and double tracking, making a total of 2,105.09 miles of track-laying.

During the fiscal year, contracts, after having been duly advertised and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer complying with the requirements of the Commission, as follows:—

#### STEEL BRIDGES.

*The Canada Foundry Company, Limited.*—Nine steel superstructures for bridges over Emile creek, Spruce creek, Ombabika river, Jackfish river, Mud river, Rapid creek and White Sand river, District 'E,' and Lookout river and Allan water, District 'F.'

Price: Steel, 4.60c., 4.60c., 4.60c., 4.55c., 4.60c., 4.60c., 4.60c., 4.80c. and 4.90c per pound respectively. Timber and floor system, \$54 per M. feet b.m.

*The Hamilton Bridge Works Company, Limited.*—Eleven steel superstructures for bridges over Kabinagagami river, Creek crossing, White river, Skunk river,



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Nagagami river, Bad river, Clarke creek, Dog river, Moose river and Flint river, District 'E.'

Price: Steel, 4.55c., 4.55c., 4.55c., 4.25c., 4.55c., 4.55c., 4.75c., 4.40c., 4.35c., 4.35c. and 4.50c. per pound respectively. Timber and floor system, first six bridges, \$53 per M. feet b.m., and last five bridges, \$54 per M. feet b.m.

*The Canadian Bridge Company, Limited.*—Ten steel superstructures for bridges over St. Joseph river, Nagagami branch, Martin creek, Pagwachuan river, Midway creek, Mahaffy creek, Black creek (3 crossings), Kenogami river.

Price: Steel, 4.50c., 4.50c., 4.55c., 4.75c., 4.50c., 4.50c., 4.50c., 4.50c., 4.55c. per pound respectively. Timber and floor system, \$52 per M. feet b.m.

*The Dominion Bridge Company, Limited.*—Ten steel superstructures for bridges over Picqui creek, lake Travers, Upper Ribbon river, Boucher creek, Little Pitch Pine creek, East Cache creek, Oselane river, Haycock creek, District 'B,' Cedar creek and Susie river, District 'C.'

Price: Steel, 4.14c., 4.29c., 4.29c., 4.30c., 4.17c., 4.18c., 4.19c., 4.19c., 4.87c., 4.30c. per pound, respectively. Timber and floor system, \$53 per M. feet b.m.

*The Canadian Bridge Company, Limited.*—Two steel bridges, superstructures at Archibald street, in the city of Winnipeg.

Price: Steel, 4.65c. per pound. Timber and floor system, \$50 per M. feet b.m.

*Dominion Bridge Company, Limited.*—Steel superstructure for Bell River bridge, District 'C.'

Price: Steel, 5.57c. per pound. Timber and floor system, \$54 per M. feet b.m.

*Canadian Bridge Company, Limited.*—Two steel superstructures for Mamaguish river and Canyon creek, District 'C.'

Price: Steel, 5.12c. per pound. Timber and floor system, \$55 per M. feet b.m.

*Canadian Bridge Company, Limited.*—Two steel superstructures for bridges over Natagan river and Cedar creek, District 'C.'

Price: Steel, 5c. per pound. Timber and floor system, \$55 per M. feet b.m.

*Canadian Bridge Company, Limited.*—Eight steel superstructures for bridges, District 'E,' as follows, viz: Mileages west of Cochrane, 238.75; Decaire creek, 245.62; Rabbit creek, 265.75; Twin river, 268.90; McDonald creek, east branch, 270.24; McDonald creek, west branch, 288.45; Kawakaskagami river, Trout creek, 289.45; 294.45, Johnson creek.

Price: Steel, 5.12c., 4.75c., 4.75c., 4.95c., 4.89c., 5.18c., 5.10c. and 4.95c., respectively. Timber and floor system, \$52, \$52, \$52, \$52, \$52, \$52, \$52, \$52, respectively.

#### MACHINERY, ETC.

*Williams & Wilson.*—200-ton mechanical coaling plants, with sand house and track approaches, at divisional points Hearst, Grant, Armstrong, Moncton, Napadogan and Edmundston.

Price: Grant, \$17,959; Armstrong, \$18,000; Hearst, \$17,927; Moncton, \$18,335; Napadogan, \$18,365; and Edmundston, \$18,347.

*The Canadian Fairbanks-Morse Company, Limited.*—One 1,000-ton coaling station and track approach and one sand house at Cochrane, Ont.

Price: Coaling station and track approach, \$26,800; sand house, \$1,600.

*The Jenckes Machine Company.*—Six air compressors, one each for Moncton, Napadogan, Edmundston, N.B.; Parent, P.Q.; Grant and Cochrane, Ont., at following



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prices, delivery f.o.b. cars: Moncton, \$2,000; Napadogan, \$2,000; Edmundston, \$2,138.36; Parent, \$2,000; Grant, \$2,100; and Cochrane, \$2,100.

*E. Leonard & Son.*—Five 50-K.W. Westinghouse Company generating sets, complete with Leonard engines, to be installed in engine houses at Moncton, Napadogan and Edmundston, N.B.; Parent, P.Q.; and Grant, Ont. Total consideration, \$23,359.

*The Canadian General Electric Company.*—Six 25 K.W. generating sets, complete with Goldie McCulloch vertical engines, to be installed in engine house at Monk, Fitzpatrick, Doucet and O'Brien, P.Q.; Hearst and Armstrong, Ont. Total consideration, \$18,190.

*The Dominion Foundry Supply Company, Limited.*—One 20-ton crane for freight-car shop, Transcona. Price, \$6,885.

One 10-ton crane for wheel and machine shop, Transcona. Price, \$5,895.

One 10-ton crane for steel car shop. Price, \$5,700.

Runway wires for the three cranes, complete with insulators and brackets. Price, \$500.

## SEWER PIPE.

*Thos. Kelly & Sons.*—Construction of reinforced concrete sewer pipe and man-holes on Verandrye and Archibald streets, St. Boniface, Man., at price of \$54.88 per lineal foot of sewer and \$100 per manhole.

## PIPING SYSTEM, ETC., FOR CAR SHOPS AT TRANSCONA.

*Haney, Quinlan and Robertson.*—Construction of piping system, &c. Pipe tunnels, pipe coverings, &c., in Winnipeg car shops for lump sum of \$85,808.94, with schedule of prices for additions and deductions.

## COAL FOR LOCOMOTIVE SHOPS, TRANSCONA.

*Grand Trunk Pacific Railway Company.*—6,000 tons No. 8 Pittsburg steam coal, delivery f.o.b. car at locomotive shops at Transcona at \$5.95 per ton.

## STATIONS AND OTHER BUILDINGS.

*Pierre Cauchon.*—Construction of station and other buildings, as follows, viz.:—

At Monk, Scott, Wilson, McCarthy, and Robitaille, each—

	Price
One design 'A' station building, with bunks.. . . .	\$3,025
One station privy.. . . .	235
One tool house, No. 1.. . . .	258
One coal box.. . . .	129
At the Parent divisional point.—One design 'D,' station building,	\$15,240.
One ice-house .. . . .	\$5,689
One storehouse.. . . .	6,096
One freight shed.. . . .	5,040
One trainmen's house .. . . .	6,096

*The Moncton Construction Company.*—One ice-house and one storehouse at Moncton, N.B. Price \$2,400 and \$7,600 respectively.



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*Tharle and Crockett.*—Construction of station and other buildings as follows, viz:—

From Carling to Murphy, District ‘E,’ section 17, at Carling, McCaig, Hawkin, Sealy, Elliott, Cameron, O’Gorman, Tolmie, Coffey, Cox, Clarke, Henderson, Jaffrey, Atkinson, Millar, Lowe, Krumm and Murphy, each:—

	Price.
One station building, design ‘A,’ with bunks.. . . .	\$3,496
One station privy.. . . .	175
One coal box.. . . .	175
One tool house, No. 1 .. . . .	207

At Patterson, Heidman, Stratton, Wallace, Frost, McIntyre and Ronan same building and prices as above, except that stations have freight room instead of bunk at divisionl points Grant, Armstrong, each:—

One station building, design ‘D’.. . . .	\$22,172
One trainmen’s house.. . . .	11,040
One tool house, No. 1.. . . .	207
One tool house, No. 2.. . . .	276
One freight house.. . . .	4,140
One ice-house.. . . .	3,680
One storehouse .. . . .	7,452

with schedule of prices for additions and deductions.

*Tharle and Crockett.*—Construction of station and other buildings, districts ‘D’ and ‘F,’ (sections Nos. 16 and 18), as follows, viz.:—

At Fowke, Holland, Campbell, McGivern, Bartram, Taylor, Smith, Stewart, Martin, Clarke, Collins, Ferguson, Jacobs, Sammy, Cameo, Gordon, each:—

	Price.
One station building, design ‘A,’ with bunks .. . . .	\$3,496
One station privy.. . . .	175
One coal box.. . . .	175
One tool house, No. 1.. . . .	207

At Allan and Heathcote, same buildings and prices as above except that stations have freight room instead of bunks, and no tool house is to be constructed at Heathcote, and a No. 2 instead of a No. 1 tool house is to be constructed at Collins. Price, \$276.

*The Thetford Contracting Company.*—Construction of station and other buildings, District ‘B’ (section No. 14) between Mile 81 and 154 east of the Quebec bridge, as follows, viz:—

At Langelier, Deschene, Dorion, St. Perpetue, Lafontaine, Tache, Letellier, Carroll, Lapointe, Chapais, each:—

	Price.
One design ‘A’ station, with bunks.. . . .	\$3,495
One station privy.. . . .	150
One tool house, No. 1.. . . .	125
One coal box.. . . .	95

And at Taschereau, same buildings and prices except in the case of station, which has freight room instead of bunks. Price, \$3,450.

The whole respectfully submitted.

Your obedient servant,

R. W. LEONARD,  
*Commissioner.*



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**CHIEF ENGINEER'S REPORT ON THE PROGRESS OF WORK FROM MARCH 31, 1912, TO MARCH 31, 1913.**

OTTAWA, ONT., August 1, 1913.

The Commissioners of the Transcontinental Railway,  
Ottawa, Ont.

SIRS,—I beg to submit the following report on progress of work from March 31, 1912, to March 31, 1913:—

*District 'A':*—The work done during the above period was the completion of contracts No. 1, No. 4 and No. 6, covering the yard and buildings at Moncton; buildings at Napadogan, and the yard and buildings at Edmundston; and generally finishing contract No. 6; the completion of stations and other buildings all over the district.

Of the station buildings, six are 100 per cent completed, and with the exception of design 'D' at Napadogan, the balance are 95 per cent completed. These are all expected to be completed by July 1. The buildings, coaling plants, etc., at divisional points should be completed by July 1.

The section from Moncton to Edmundston was turned over to the operating department on November 21, 1912, and trains have been running between these points since that date.

The average number of men employed during the year was 268; and horses, 11.

The total length of main line track on this district is 256.29 miles; sidings and yards, 68.77 miles.

*District 'B':*—Contract No. 7 is practically completed as far as grading, bridges, etc., are concerned, and the buildings are about 61 per cent completed. The whole will be finally completed and ready for operation by September 1, 1913.

Contract No. 8 still requires considerable work to complete. Train-filling to the extent of some 500,000 cubic yards still remains to be done, but is expected to be completed by November 1, 1913. Some 7 miles of track are still to be laid to complete the main line on this contract, and considerable ballasting. The steel bridges are all erected excepting four, and these are to be erected this summer. Good progress has been made on the buildings, a number of which have been completed, and the rest well under way. The water service will be completed by September 1 of this year.

Contract No. 9 is all completed with the exception of trimming and re-lining track, and water service, but this latter will be finished by September 1 of this year. The buildings at the Quebec yard are practically completed.

Contract No. 9A.—The line from Quebec bridge to Quebec is practically completed from the Quebec bridge, 3 miles easterly to Sillery Point.

Contract No. 10 is all completed except roundhouse at Fitzpatrick, and some trimming up of cuts and embankments. The buildings at Fitzpatrick are well advanced.

Contract No. 11 is completed, and with a little trimming can now be operated. The buildings are 75 per cent completed.

Contract No. 12.—The grading on this contract is completed, also the concrete substructures. There are still four steel superstructures to place, amounting to 350 lineal feet in all.

Track-laying has been done over the entire contract, and the ballasting is distributed, but not entirely completed. The telegraph line is about 60 per cent completed. Only one station building has been completed to date, but the buildings at the Parent division yard are well under way. All the water tanks have been completed.



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Contract No. 13B now ends at Mile 359.4 from Quebec bridge, 15 miles having been transferred during the year to District 'C.'

The grading is about 35 per cent completed, and the intention is to have the whole 55 miles comprised in District 'B' finished by November of this year.

No concrete substructures have been built as yet, and nothing has yet been done to date on steel superstructures.

Track-laying was delayed during the past year owing to the taking out of one of the largest cuts on the contract, and only one and one-half miles have been laid so far.

The average number of men employed on the district during the year was 2,272; and horses, 154.

The total length of main line track on this district is 562.1 miles, of which 500.6 miles have been laid, and 68.2 miles of sidings and yards, 6.37 miles line to Quebec, and double track, 74.57 miles.

*District 'C-D'*—Contract No. 13C.—This contract had 15 miles of the portion originally allotted to District 'B' transferred to District 'C' during the past year, and on this new portion clearing and grading has commenced. On the old portion the grading is nearly all done; 37 miles of track have been laid, and the substructures for bridges and culverts completed. The ballasting has been partially done, and one tank has been erected. It is expected that this contract shall be fully completed by the end of 1913.

Contract No. 14.—Practically all the grading, track-laying and steel bridge erection have been completed, but a considerable amount of train-filling and ballasting yet to be done. It is expected that everything will be completed by the end of 1913.

Contract No. 15 is now completed in every respect, and final estimate is now under way for settlement.

Contract No. 16 still requires some train-filling, completion of ballasting, completion of telegraph line, the erection of some of the steel bridges, and the erection of four water tanks. It is expected that all will be fully completed by the end of 1913.

Buildings on the above Contracts No. 13-16.—No station buildings have been erected on Contract No. 13, but this will be done during the coming summer.

On Contract No. 14, at 'Cochrane,' the engine house, coaling station, two section houses and a bunk house are completed. At 'O'Brien,' a section house has been built, and the engine house and other buildings will be erected during the coming summer.

On Contract No. 15 all the station buildings are practically completed.

On Contract No. 16 at 'Hearst,' the engine house and other divisional point buildings have been erected, and about 70 per cent of other buildings on contract erected.

The average number of men employed during the year was 1,620; and horses, 41.

The total mileage across the district is 412.81 miles. Main line track has been laid for 391.61 miles, and 82.65 miles of sidings and yards.

*District 'E.'*—Contract No. 17.—Track has been laid all across this contract, but the grading is only about 76 per cent completed. The percentage of track-laying completed is about 79 per cent as the division yard at 'Grant' is not yet laid, and only about 9 miles of sidings. The ballasting is about 16 per cent completed; culverts, about 15 per cent completed; and permanent bridge substructures, about 30 per cent completed.

Station buildings on this contract have not yet been started, but material is being delivered on the ground.

Contract No. 18.—Track has been laid all over this contract, and grading is about 86 per cent completed. Ballasting has only been done to the extent of 24 per cent, owing to scarcity of labour last season. Concrete culverts are 62 per cent done, and permanent substructures for bridges are 80 per cent done.

A small percentage of station buildings are completed.



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Contract No. 19E (19-64 miles).—The grading is 94 per cent completed. Track-laying is about 54 per cent completed, as the 'Armstrong' division yard is not yet laid. Ballasting is about 45 per cent completed; culverts, 80 per cent; engines and section houses, 42 per cent completed.

Station buildings under other contract about 58 per cent completed.

The length across the district is 194.86 miles, and main line track was laid across the entire district during the past season, and 21.66 miles of sidings.

The buildings at 'Armstrong' division yard are all under way; some buildings have been started on Contract No. 18, but nothing has been done on Contract No. 17 except the section house at Grant division yard. All buildings are under contract in this district.

The percentage of work done on the whole district to March 31, 1913, is 71 per cent of the total, and if labour conditions are favourable the outside work will be practically finished by the end of 1913.

The average number of men employed during the year was 807; and horses, 41.

*District 'F.'*—Contract No. 19F is about 91 per cent completed; contract No. 20 is about 97 per cent completed; contract No. 20A is 94 per cent completed.

Contract No. 21 is completed from the east end of the contract to the east end of Transcona yard, and final estimate has been returned for same. The portion from the Transcona yard into Winnipeg is over 90 per cent completed.

Contract No. 21A.—There still remains about 50,000 cubic yards filling to be done around shops, but this cannot be done until shops are completed.

Contract No. 22, for Red River bridge and approaches, is practically completed, a little ballasting at the approaches remaining still to be done.

*Buildings.*—Coaling stations at Transcona, Redditt and Graham are completed. The cinder hoists at these places are practically completed. Very little remains to be done on station buildings. From Winnipeg to Superior Junction the station buildings are completed; from this point easterly for about 60 miles these are 99 per cent completed; and from this point to eastern end of the district, 75 per cent completed.

Various other smaller contracts on this district for the construction of buildings, sewers, pipe lines, etc., have been completed, and final estimates passed for same.

The Strauss bascule lift bridge at the Red river has been completed and in operation for some time.

The total mileage across the district is 377 miles, and 381.74 miles of main line track (including double track, Transcona to Winnipeg) has been completed, and 132.33 miles of sidings and yards.

The average number of men employed during the year was 595; and horses, 12.

*General.*—The total mileage from Moncton, N.B., to west side of Water street, Winnipeg, is 1804.2 miles approx.

Total grading done to March 31, 1913, was 1,739 miles.

Track-laying done to March 31, 1913, in main line, 1,720.36 miles, and 384.73 miles of sidings, yards and double track.

Total track-laying, 2,105.09 miles.

Bridges, 89.5 per cent complete.

I attach hereto reports from the various District Engineers, which speak for themselves.

I also attach a list showing casualties during the year.

Your obedient servant,

GORDON GRANT,  
Chief Engineer.



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## CASUALTIES, MARCH 31, 1912, TO MARCH 31, 1913.

## DISTRICT 'A.'

Date.	Name.	Cause of Casualty.
Aug 9, 1912.....	K. A. Forbes, bldg. inspector.	Thrown from gasoline car, right ankle broken.
Jan. 11, 1913.....	Harding Pond, carpenter....	Died from effects of fall from staging at station, 'Napadogan.'

## DISTRICT 'B,' 'TERMINALS CONTRACT.'

July 4, 1912.....	Jos. Gauvin, labourer.. ....	Electrocuted while fixing guy wire of derrick.
Dec. 5, 1912.....	Iwon Bojko, " .....	Killed by blast.
May 13, 1912.....	Geo. Necuti, " .....	Drowned by upsetting of boat on a lake near Mile 130.
	Nick Morar, " .....	
July 25, 1912.....	Ed. Moriarty, " .....	Killed by being struck by derrick boom.
Dec. 26, 1912.....	Josef Petrovitz Hrenuic.....	Drowned in lake Grennon by being pinned under dump car which rolled down embankment into the lake and drew him after it.

## DISTRICT 'C-D.'

April 12, 1912. ....	Garfield Canning.....	Died from effects of clothing accidentally catching fire.
May 29, 1912.....	Jos. W. Wilson.....	Fell under wheels of moving train.
June 4, 1912.....	Chas. Whitby.....	" " "
" 29, 1912.....	Jas. Pinkney.....	Died from effects of clothing accidentally catching fire.
July 2, 1912.....	Thos. F. Meaney.....	Crushed between cars.
" 7, 1912.....	Chris Tony.....	Accidentally drowned while bathing.
Sept. 21, 1912.....	Ephraim Laroche.....	Cook on Res. 6-D, died from heart trouble in New Liskeard hospital.
Feb. 12, 1913.....	George Dedoka.....	Killed by being struck by pieces of broken fly wheel of saw.

## DISTRICT 'E.'

July 26, 1912.....	T. H. Rogers.....	Timekeeper. drowned by boat upsetting in Kawakash-kagama river.
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## REPORT OF DISTRICT ENGINEER—DISTRICT 'A.'

GORDON GRANT, Esq.,  
Chief Engineer, N.T.R.,  
Ottawa.

SIR,—I beg to report for the fiscal year ended March 31, 1913, as follows:—

## GENERAL.

The work done during the period was the completion of Contracts Nos. 1, 4 and 6, covering the yard and buildings at Moncton, buildings at Napadogan and the yard and buildings at Edmundston, and generally finishing Contract No. 6, and erecting stations and other buildings in the district. The section from Moncton to Edmundston was turned over to the operating department on November 21, 1912, and trains have been running between these points since that date.



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## CONTRACT No. 1.—MILE 0-50.

This contract is complete except engine house at Moncton, which is 91 per cent done, and will be finished as rapidly as possible. Work on the contract during the year was the completion of grading Moncton yard, and the laying of track and ballasting, and installing water and sewer systems.

Existing track on Contract No. 1 as follows:—

	Miles.
Main line.. . . .	49.962
Sidings—	
	Miles.
Mile 6.5, Lutesville.. . . .	0.665
“ 14.5, Segawa.. . . .	0.663
“ 23, North Branch.. . . .	0.658
“ 33.5, Alward.. . . .	0.663
“ 40, Pangburn.. . . .	0.663
“ 49.5, Bronson.. . . .	0.663
	<hr/> 3.975
Trackage, Moncton Division Yard.. . . .	11.210
Salisbury Ballast Pit Line.. . . .	6.252
	<hr/>
Total.. . . .	71.399

## CONTRACT No. 2.—MILE 50-58.

Was completed in 1911, and final estimate has been returned.

Existing track on Contract No. 2 as follows:—

	Miles.
Main line.. . . .	8.000
Sidings—	
	Miles.
Mile 56.5, Chipman.. . . .	0.666
“ 56.5, Chipman.. . . .	0.114
	<hr/> 0.780
Connection with N.B.C. and Ry. at Chipman.. . . .	1.220
Total.. . . .	10.000

## CONTRACT No. 3.—MILE 58-97.

Was completed in 1910. Final estimate has been returned.

Existing track on Contract No. 3 as follows:—

	Miles.
Main line.. . . .	39.298
Sidings—	
	Miles.
Mile 66.5, Cantor.. . . .	0.664
“ 73.5, Sunbury.. . . .	0.663
“ 80.5, Bantalor.. . . .	0.663
“ 88.5, North Cains.. . . .	0.663
“ 96.5, McGivney.. . . .	0.627
	<hr/> 3.280
Connection with I.R.C. at Mile 96½—	
On north side, with siding.. . . .	0.854
“ south “ “ .. . . .	0.350
	<hr/> 1.204
Total.. . . .	43.782



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CONTRACT No. 4.—MILE 97-161.

With the exception of engine house, for which contract was not let until 1911, the contract was finished in 1910. Engine house is now 91½ per cent done, and, so far as sub-contractors are concerned, is finished; the only work remaining is being done by mechanical department. Some re-arrangements of track at Napadogan yard were made necessary owing to changes in plans, and this was done. The water and sewer systems were completed during the period.

Existing track on Contract No. 4 as follows:—

	Miles.
Main line . . . . .	66.359
Sidings—	
	Miles.
Mile 108.5, Maple Grove . . . . .	0.683
“ 124.5, Ballast Pit . . . . .	0.417
“ 125, Riversdale . . . . .	0.663
“ 131.5, Ballast Pit . . . . .	0.473
“ 133.5, Juniper . . . . .	0.658
“ 146, Summitt . . . . .	0.663
“ 153 . . . . .	0.200
“ 159, Longley . . . . .	0.664
“ 159, Longley . . . . .	0.528
“ 163, Wapske . . . . .	0.200
	5.149
Napadogan division yard, Mile 117.5 . . . . .	11.490
Connection with C.P.R., Mile 163, including ‘Y’ . . . . .	1.155
	84.153

CONTRACT No. 5—MILE 164-195.

The east abutment of Salmon river viaduct was built—all other work on this contract was completed in 1911. The lining of the tunnel at Mile 78½ had been considered, but it has been decided not to go on with this work. Final estimate for the contract has been submitted.

Existing track on Contract No. 5 as follows:—

	Miles.
Main line . . . . .	31.819
Sidings—	
Mile 165.5, Plaster Rock . . . . .	0.659
“ 165.5, Plaster Rock . . . . .	0.238
“ 171.0, McLaughlin’s . . . . .	0.277
“ 177.0, Blue Bell . . . . .	0.663
“ 179.0, Davis . . . . .	0.181
“ 182.0, Peterson . . . . .	0.227
“ 186.0, Drummond . . . . .	0.663
“ 193.5, Grand Falls . . . . .	0.669
“ 193.5, Grand Falls . . . . .	0.217
	3.794
Connection with C.P.R., Mile 195 . . . . .	1.045
Spur to ballast pit, Mile 179 . . . . .	0.318
	36.976



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## CONTRACT No. 6—MILE 195-256.

This contract was completed in the fall of 1912, including engine house and machine shop at Edmundston. Work done during the year was the completion of Edmundston yard, including track-laying and ballasting, building engine house and putting in water and sewer system; also the completion of ballasting throughout the contract and rip-rapping the embankments at Baker lake, and at exposed places along the St. John river. The superstructure at the highway crossing, Mile 251, has not yet been erected. The Dominion Bridge Company are contractors for this. Final estimate for contract 6 should be ready by August 1.

Existing track on Contract 6, as follows:—

	Miles.
Main line.. . . . .	60.854
Sidings—	
Mile 200, Bellefleur.. . . . .	0.666
“ 200, Bellefleur.. . . . .	0.117
“ 205, St. Leonards.. . . . .	0.652
“ 205, St. Leonards.. . . . .	0.189
“ 209.5, Sigas .. . . . .	0.164
“ 214, Quisibis.. . . . .	0.663
“ 214, Quisibis.. . . . .	0.133
“ 220.5, Green River.. . . . .	0.664
“ 220.7, Green River.. . . . .	0.188
“ 225.5, St. Basil.. . . . .	0.114
“ 237, St. Hilaire.. . . . .	0.133
“ 238, St. Hilaire.. . . . .	0.664
“ 242.5, Baker Brook.. . . . .	0.133
“ 242.5, Baker Brook.. . . . .	0.589
“ 246.5, Caron Brook.. . . . .	0.133
“ 251, Foss.. . . . .	0.133
“ 251.5, Foss.. . . . .	0.648
	<hr/> 5.983
Edmundston division yard.. . . . .	10.662
C.P.R. diversions—	
At Mile 202.. . . . .	0.548
At Theriault, Mile 216.. . . . .	2.496
At St. Basile, Mile 224.. . . . .	0.223
	<hr/> 3.267
Ballast pit spur, Mile 195.5.. . . . .	0.507
Ballast pit spur, Mile 239.5.. . . . .	0.616
	<hr/>
Total .. . . . .	81.889

## STATIONS.

Contract No. 66 includes the following stations; the percentage done to March 31 is shown opposite each. This contract will have final estimate returned in July.

	Per cent.
Mile 6, Lutesville, design ‘A’.. . . . .	95
“ 144, Segawa, design ‘A’.. . . . .	95
“ 23.3, North Branch, design ‘A’.. . . . .	95
“ 33.5, Alward, design ‘A’.. . . . .	95
“ 40, Pangburn, design ‘A’.. . . . .	95
“ 49.5, Bronson, design ‘A’.. . . . .	95
“ 56.5, Chipman, 26 feet by 60 feet.. . . . .	95



STATIONS.—Continued.

	Per cent.
Mile 66.5, Cantor, design 'A' . . . . .	95
" 73.5, Sunbury, design 'A' . . . . .	95
" 80.5, Bantalor, design 'A' . . . . .	90
" 88.5, North Cains, design 'A' . . . . .	90
" 96.5, McGivney Junction, 26 feet by 60 feet . . . . .	95
" 108.5, Maple Grove, design 'A' . . . . .	95
" 118, Napadogan, design 'D' . . . . .	50
" 125, Riversdale, design 'A' . . . . .	90
" 133.5, Juniper, design 'A' . . . . .	90
" 146, Summit design 'A' . . . . .	90
" 159, Longley, design 'A' . . . . .	95

CONTRACT No. 6A.

The following list shows stations included in this contract, and the percentage done to March 31. Final estimate will be submitted by July.

	Per cent.
Mile 165.5, Plaster Rock, 26 feet by 60 feet . . . . .	95
" 177, Blue Bell, design 'A' . . . . .	90
" 186, Drummond, design 'A' . . . . .	90
" 193.5, Grand Falls, 26 feet by 60 feet . . . . .	90
" 200, Bellefleur, design 'A' . . . . .	95
" 205, St. Leonards, 26 feet by 60 feet . . . . .	90
" 214, Quisibis, design 'A' . . . . .	100
" 220.5, Green River, design 'A' . . . . .	100
" 230.5, Edmundston, design 'D' . . . . .	100
" 237.5, St. Hilaire, design 'A' . . . . .	100
" 242.5, Baker Brook, design 'A' . . . . .	100
" 251, Foss, design 'A' . . . . .	100

BUILDINGS, ETC., AT DIVISION YARDS.

At Moncton the percentage done on each is shown by the following list:—

	Per cent.
Store and oil house . . . . .	100
Ice-house . . . . .	100
Coaling plant . . . . .	90
Cinder hoist foundation . . . . .	90

These should be finally completed by July 1, 1913.

At Napadogan the following list shows buildings and percentage done:—

	Per cent.
Bunk house . . . . .	95
Ice-house . . . . .	95
Freight shed . . . . .	90
Coaling plant . . . . .	60
Cinder house foundation . . . . .	100

These should be finally completed by July 1, 1913.



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At Edmundston the following list shows buildings and percentage done:—

	Per cent.
Store and oil house.. . . . .	100
Bunk-house.. . . . .	100
Ice-house.. . . . .	100
Coaling plant.. . . . .	95
Cinder hoist foundation.. . . . .	100
Freight shed.. . . . .	100

## RIGHT-OF-WAY.

A number of claims in Madawaska county were dealt with before the Exchequer Court, which sat at Edmundston in September, 1912, and were finally disposed of. In addition, Mr. Pharand has closed up a number of cases since my last report, so that the number remaining is very small.

The claim of the New Brunswick government for compensation for Crown lands taken has been settled.

The claims of the New Brunswick railway and the Alex. Gibson Company are to come before the Exchequer Court which sits in St. John in June. The Miramichi Lumber Company accepted the offer made by the Commissioners.

## POLICE AND FIRE PROTECTION.

No staff has been employed for the above purposes during the year.

## CASUALTIES ON ENGINEERING STAFF.

Mr. K. A. Forbes, Inspector of Buildings at Edmundston, was badly injured on August 9th by being thrown from a gasoline car which was derailed. Both bones of his right ankle were broken. He was put under the surgeon's care as quickly as possible, and was able to resume his duties after an interval of about two months.

## CASUALTIES ON CONSTRUCTION.

None.

All of which is respectfully submitted.

C. O. FOSS,  
*District Engineer.*

ST. JOHN, N.B., July 19, 1913.



REPORT OF DISTRICT ENGINEER, DISTRICT 'B.'

QUEBEC, July 10, 1913.

GORDON GRANT, Esq.,  
Chief Engineer, N.T.R.,  
Ottawa.

SIR,—I beg to transmit herewith, in compliance with your instructions of the 4th instant, a report for the fiscal year ending March 31 last, which shows, besides the work done during this period, the total percentage of work done to date on the several contracts comprised in District 'B.'

CONTRACT 7, MILES 203-150, NEW BRUNSWICK BOUNDARY WESTERLY.

*Contractors—M. P. and J. T. Davis.*

On this contract, the grading, ballasting, culverts and bridges are all completed. There is a little trimming work to be done, and the fencing and telegraph lines are not quite finished yet. The construction of the station buildings is well advanced, but the water tanks are not yet built. Were it not for the water tanks, this contract could now be placed under operation, but the whole will be finally completed and ready to hand over to the Commissioners by the first of September, 1913.

*Superstructures.*—All the superstructures are completed with the exception of two small spans, one at Mile 160, Rochue river, a 30-foot span; the other at Mile 155, Fourchue river, a 24-foot span, which will be erected during this summer.

*Percentage of work done to date.*—The following are the percentages of the several items on this contract:—

Description.	Percentage previously Returned.	Percentage to date.
Grading .....	81	95
Track-laying.....	90	95
Ballasting .....	46	95
Trestles-culverts .....	85	95
Permanent bridges (substructures).....	88	95
Water service.....		
Telegraph line .....	02	91
Buildings.....		61

CONTRACT No. 8, MILES 150-0, QUEBEC BRIDGE.

*Contractors—M. P. and J. T. Davis.*

*Grading.*—From Mile 150 to Mile 130 the grading is completed.  
At Mile 115 occurs a very heavy fill, consisting of some 300,000 yards, which is now about two-thirds completed. Between Miles 115 and 130, there are still 400,000 yards of filling-in to do. Two steam shovels will readily complete this work by the first of November.

*Concrete substructures.*—These substructures are now all completed.



## SESSIONAL PAPER No. 37

*Superstructures.*—The superstructures not yet erected are as follows:

- Mile 147.5, Little Black river.—30-foot through span.
- " 143.6, Manie river.—50-foot deck girder.
- " 137.1, Rivière-du-Loup.—One 80-foot, two 60-foot spans.
- " 127.7, Eaux Chaudes.—60-foot girder.

These superstructures will be erected this summer, by the Dominion Bridge Company.

*Track-laying.*—There are still 7 miles of main line track to lay between Miles 123 and 130.

*Ballasting.*—The ballasting has not proceeded satisfactorily. Unless better progress is made this year, this contract will not be completed in time for the first of September, as agreed upon between the contractors and ourselves.

*Telegraph Line.*—Not much attention has been paid to this, though the work can easily be finished in time for the operation of the line by September.

*Buildings.*—Good progress has been made on the construction of the buildings. At our Monk division yard, the foundations for the roundhouse are completed, and the station, trainmen's house, ice and storehouses are well under way.

*Water Service.*—The erection of the tanks has been neglected, but the water service can easily be completed in time for the first of September of this year.

## PERCENTAGE OF WORK DONE TO DATE.

Description.	Percentage previously reported.	Percentage to date.
Grading . . . . .	85	94
Tracklaying . . . . .	75	95
Ballasting . . . . .	25	50
Trestles-culverts . . . . .	92	95
Permanent substructures . . . . .	80	95
Water service . . . . .	2	25
Telegraph line . . . . .	43	60
Buildings . . . . .		60

*Completion of Work.*—Unless the contractors take serious steps to rush the work on this contract, I very much fear they will not be able to keep to their undertaking to complete the work and hand it over to the Commissioners by the first of September of this year.

## CONTRACT NO. 9, MILE 0-50, Q.B. EASTERLY.

*Contractors*—M. P. and J. T. Davis.

The grading, superstructures, substructures, track-laying, ballasting, telegraph line and buildings are completed. There is still a little trimming to do. The water service has still to be attended to, but can easily be completed by the first of September. At our Quebec yard, the roundhouse is practically completed, and so are the station, trainmen's house, store and ice houses. The remaining stations on this contract are also finished.



TERMINALS CONTRACT.

*Contractors—M. P. and J. T. Davis.*

Little has been done on this contract, as no final decision has yet been arrived at by the Commissioners. The work done consists of levelling the Quebec yard and using the rock excavation for riprap purposes between Sillery Point (Mile 3) and the Cap Blanc Church (Mile 5.5). The line from the Quebec bridge to Quebec is practically completed from the Quebec bridge three miles easterly to Sillery Point, Mile 3.

*Casualties.*—Two casualties have taken place at the Quebec yard since the first of May, 1912. Joseph Gauvin, a French-Canadian, 30 years of age, was killed on the 4th July while fixing a guy wire to a derrick, when the wire crossed a wire of the Electric Company, causing electrocution.  
On the 5th December, Iwon Bojki, Austrian, 23 years of age, was killed by a blast.

*Percentage of Work Done to date on Contract 9.—*

Description.	Percentage previously reported.	Percentage to date.
Grading . . . . .	90	98
Track-laying . . . . .	90	95
Ballasting . . . . .	50	95
Trestles-culverts . . . . .	91	95
Permanent substructures . . . . .	98	98
Water service . . . . .	0	02
Telegraph line . . . . .	95	95
Buildings . . . . .		95

CONTRACT NO. 10, MILES 50-150, Q.B., WESTERLY.

*Contractors.—Macdonell and O'Brien.*

The grading, concrete substructures, superstructures, track-laying, ballasting, telegraph line and water service are all completed. A second clearing of the right-of-way will have to be done, as well as some trimming up of cuts and embankments, and the fences will also have to be gone over before this contract is taken off the contractors' hands.  
At our Fitzpatrick yard, the roundhouse is well under way, and the construction of the station, trainmen's house, store and ice houses, is well advanced.

*Percentage of Work Done to date.—*

Description.	Percentage previously returned.	Percentage to date.
Grading . . . . .	97	99
Tracklaying. . . . .	95	99
Ballasting . . . . .	70	95
Trestles-culverts . . . . .	99	99
Water service . . . . .	60	95
Telegraph line . . . . .	95	95
Buildings . . . . .		60



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CONTRACT No 11, MILES 150-196.4, Q.B. WESTERLY.

*Contractors.—Grand Trunk Pacific Railway.*

*Sub-Contractors.—Macdonell and O'Brien.*

The grading, concrete substructures, superstructures, tracklaying, ballasting, telegraph line and water service, are now all completed. With a little trimming, the contract can now be operated.

*Percentage of work done to date.—*

Description.	Percentages previously returned.	Percentage to date.
Grading.....	99	99
Track-laying.....	95	99
Ballasting.....	95	99
Trestles-culverts.....	95	99
Permanent bridge substructures..	95	99
Water service.....	95	99
Telegraph line....	95	99
Buildings..		75

CONTRACT No 12, MILES 196.4-303.4, Q.B. WEST.

*Contractors.—Macdonell and O'Brien.*

*Grading.*—The grading on this contract is completed.

*Concrete substructures.*—The concrete substructures are completed.

*Superstructures.*—The following superstructures were erected on this contract during the past year:—

- Mile 226.3, Lake Travers.
- “ 235.1, Boucher creek.
- “ 228.3, Upper Ribbon.
- “ 258.0, Little Pitch Pine.
- “ 276.2, East Cache creek.

The following superstructures have still to be erected:—

- Mile 223.0, Pickui creek.—One 60-foot span.
- “ 278.7, Lake Oselaneo.—One 50-foot and two 40-foot spans.
- “ 284.0, Haycock creek.—One 70-foot span.
- “ 303.5, Susie river.—One 90-foot span.

*Track-laying.*—Track has now been laid over the whole contract.

*Ballasting.*—The ballasting, though not entirely completed, is distributed over the entire length.

*Telegraph line.*—The telegraph line is about two-thirds completed.

*Buildings.*—But one station has been completed to date. At the Parent division yard, the construction of the roundhouse is far advanced, and design ‘D’ station, trainmen’s, store and ice houses are well under way.



Water service.—All the tanks on this contract are completed.

Percentage of work done to date.—

Description.	Percentage previously returned.	Percentage to date.
Grading.....	74	95
Track-laying.....	75	80
Ballasting .....	35	70
Trestles-culverts.....	48	90
Permanent bridge sub-structures.....	70	90
Water service.....	23	95
Telegraph line.....	45	59

CONTRACT No. 13.—MILES 303.4-359.4, DIST. BCB.

Contractors.—Macdonell and O'Brien.

Formerly seventy-one miles of this contract were added to District 'B'. Owing to facility of construction from the west end, fifteen miles have now been taken off District 'B' and added on to District 'C,' so that the end of Contract No. 13 on District 'B' is now at mile 359.4.

Grading.—The grading on this contract is about one-third completed. The contractors promise to have the whole 55 miles comprised in District 'B' finished by November next.

Concrete substructures.—No substructures have been built on this contract as yet, but the Mamaguish bridge at Mile 127, and Canyon creek at Mile 155, will be erected during the year.

Superstructures.—Nothing has been done to date on superstructures.

Tracklaying.—But one mile and a half of track has been laid so far, delay having been experienced in taking out one of the largest cuts on the contract. Had it not been for this, ten to twelve miles more of track would have been laid this year.

Casualties.—On May 13, 1912, two Roumanians, George Necuti and Nic Morar, were drowned by the upsetting of a boat on a lake, near Mile 130.

On July 25, 1912, Ed. Moriarty was killed by being struck by a derrick boom.

On December 26, 1912, a Russian, named Josef Petrovitz Hrenuic, was drowned in lake Grennon by being pinned under a dump car which rolled down the embankment into the lake and drew him after it.

Percentage of work done to date.—

	Per cent.
Grading.....	35
Track-laying.....	1
Ballasting.....	..
Trestles-culverts.....	15
Permanent bridge sub-structures.....	4
Water service.....	..
Telegraph line.....	..



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## CONCLUSION.

Contract No. 7 may be operated on July 1, 1913.

“ 8 provided the contractors use their utmost endeavours to keep their agreement by November 1.

“ 9 on September 1.

“ 10 “

“ 11 “

“ 12 “

“ 13, though not completed, might be operated on December 1, 1913.

Yours very truly,

A. E. DOUCET,

*District Engineer.*

## REPORT OF DISTRICT ENGINEER—DISTRICT ‘C-D.’

COCHRANE, ONT., July 23, 1913.

GORDON GRANT, Esq.,

Chief Engineer, N.T.R.,

Ottawa, Ont.

SIR,—In accordance with your circular of July 4th, file 12,424, I beg to report on progress of work on Districts ‘C-D’ for the fiscal year ending March 31, 1913.

## CONSTRUCTION.

The district comprises 58.57 miles of Contract No. 13, and the whole of Contract No. 14 (150 miles), No. 15 (100 miles) and No. 16 (104.57 miles), covering through mileage 820.23 to 1233.37.

*Contract No. 13.*—Since last year’s report, 15 miles have been added to the length of this contract allocated to this district. The original 43.57 miles so allocated are now nearly all graded, culverts built, and steel bridge abutments and piers completed. Track has been laid on 37 miles, and partially ballasted. One steel tank has been erected. The extra 15 miles above referred to have been cleared, and grading on same commenced. It is expected that the whole of the grading contract, as well as the steel bridge and water tank erection on the entire portion of Contract 13 comprised in District ‘C-D’ will be completed by end of 1913. Percentage of work done on the contract is as follows:—

	Per cent.
Grading . . . . .	34.74
Track-laying . . . . .	46.70
Ballasting . . . . .	11.29
Total contract . . . . .	35.47

*Contract No. 14.*—Practically all grading, track-laying, and steel bridge erection have been completed since last report. Five water tanks have been built, and telegraph line finished. There has still to be done, to complete this portion, a considerable amount of train-filling and ballasting, but it is hoped that same will be completed by end of 1913. Percentage of work done on this contract is as follows:



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	Per cent.
Grading. . . . .	94.32
Track laying. . . . .	87.68
Ballasting. . . . .	69.14
Total contract. . . . .	89.21

*Contract No. 15.*—Is now completed in every respect.

*Contract No. 16.*—Grading, track-laying, concrete culverts, piers and abutments now all completed. A considerable amount of ballasting done. Work still unfinished, but which it is expected will be completed by end of this year, is as follows:—

- Train-filling in several sags, and temporary trestles.
- Completion of ballasting.
- Telegraph line.
- Completion of erection of steel bridges at west end of contract.
- Erection of four steel tanks.

Percentage of work done on this contract is as follows:—

	Per cent.
Grading. . . . .	82.50
Track-laying. . . . .	87.78
Ballasting. . . . .	54.46
Total contract. . . . .	81.63

*Contracts Nos. 13 and 14.*—No station buildings have yet been erected, but it is proposed to build these during the coming summer.

*Contract No. 14.*—Comprises two divisional yards, Cochrane and O'Brien. At Cochrane, the engine house and coaling station are completed, also two section houses and a bunk-house. At O'Brien, a section house has been built, and the engine house and other necessary divisional point buildings will be erected this year. Percentage of work done on this contract is 2.44 per cent.

*Contract No. 15.*—All station buildings practically completed. Percentage of work done is 98.23 per cent.

*Contract No. 16.*—Station buildings at east end of contract finished; at west end in progress. There is a divisional yard on this contract (Hearst) where the engine house and other divisional point buildings have been erected; 68.70 per cent of all these buildings finished on March 31, 1913.

FIRES AND ACCIDENTS.

As the summer of 1912 was wet and cold, few bush or other fires occurred, and scarcely any damage was reported from this cause.

Very little sickness and few accidents occurred amongst our staff, or the staff and workmen of the various contractors.

STAFF.

Several changes in the District Office and Field Staffs were made from time to time during the year, on account of the completion of much of the outside work.

I took charge of combined District 'C-D' after the end of the fiscal year under review.

Yours truly,  
T. S. ARMSTRONG,  
District Engineer.



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## REPORT OF DISTRICT ENGINEER—DISTRICT 'E.'

COCHRANE, ONT., July 23, 1913.

GORDON GRANT, Esq.,  
Chief Engineer, N. T. R.,  
Ottawa, Ont.

SIR,—In accordance with your circular of July 4, file 12,424, I beg to report on work done on District 'E' during the fiscal year ending March 31, 1913.

## CONSTRUCTION.

The district covers three contracts: Contract 17 (100 miles), Contract 18 (75) miles, and Contract 19 (19.64) miles, covering through mileage 1,233.37 to 1,428.01.

*Contract 17.*—This contract, of approximately 100 miles, extends from District Mileage 60 to 160.

The grading is 75.98 per cent completed.

Track-laying, 78.56 per cent completed. Main line, 100.26 miles being finished, and 8.89 miles of sidings. Division yard at Grant not laid.

Ballasting is 15.7 per cent completed.

Concrete culverts are 14.89 per cent completed.

Permanent bridge substructures are 28.9 per cent completed, the two principal ones being ready for the erection of the superstructure.

The steel water tanks and telegraph wire are delivered.

## BUILDINGS.

The erection of buildings has not yet been started, but material is being delivered on the ground.

The percentage of work done on this contract is 66.98 per cent of the total.

*Contract 18.*—This contract of 75 miles extends from District Mileage 160 to 235.

The grading is 86.3 per cent completed.

Track-laying, 93.8 per cent completed.

Ballasting, 24.0 per cent completed.

Concrete culverts, 61.8 per cent completed.

Permanent bridge substructures are 80 per cent completed, and the two principal ones are ready for the superstructure.

The percentage of work done on the whole contract is 80.7 per cent of the total.

Station buildings are 6.6 per cent completed.

Please note that buildings on all contract are separate from the main contract.

*Contract 19.*—This contract of 19.64 miles extends from District Mileage 235 to 254.6.

The grading is 93.5 per cent completed.

Tracklaying is 53.7 per cent completed. Armstrong division yard not yet laid.

Ballasting, 45.4 per cent completed.

Culverts, 79.9 per cent completed.

Telegraph line, 55.9 per cent completed.

Engine house and section houses, 41.4 per cent completed.

The percentage of work done on this contract is 81.7 per cent of the total.

Buildings are 57.6 per cent completed.



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## GENERAL.

Track-laying on the main line was finished on December 28, being laid over the whole district in one season, and connecting Cochrane and Winnipeg.

On Contract 17, one lift of ballasting was kept close to the end of steel until October, also on Contract 19 until it was covered, but this was found impossible on Contract 18 owing to scarcity of labour, so from Mile 117 to Mile 215 there is only skeleton track.

Buildings at Armstrong division yard, Contract 19, are all under way, and a start has been made on Contract 18, but nothing has been done on Contract 17, except the section houses at Grant division yard, which was built by ourselves, and are used as offices by my Division Engineer and his staff. All buildings are under contract.

As we now have track laid over the whole district, this season will be a busy one, and if labour conditions are favourable, the outside work will be practically finished.

The percentage of work done on the whole district, on March 31, 1913, is 70.9 per cent of the total.

## STAFF.

Our District Office was moved from Nipigon to Hearst, it being more convenient to the work, and the services of one of my assistants were dispensed with. A reduction of staff was also made for the winter months.

## CASUALTIES.

One death, by drowning, occurred during the year on my staff.

## MEDICAL SERVICE.

This has been satisfactory.

## POLICE.

No complaints have been made, and the service has been satisfactory.

Inspection trips have been made during the year, and my assistants have been continuously on the work.

Yours truly,

T. S. ARMSTRONG,  
*District Engineer.*

## REPORT OF DISTRICT ENGINEER—DISTRICT 'F'

ST. BONIFACE, Man., July 12, 1913.

GORDON GRANT, Esq.,  
Chief Engineer, N.T.R.,  
Ottawa.

SIR.—I beg to report on the condition of the work under the various uncompleted contracts on District 'F' for the fiscal year ending March 31, 1913:—

Contracts 19, 20 and 20A, O'Brien, Fowler and McDougall Bros.; Contracts 21 and 21A, J. D. McArthur; and Contract 22, Haney, Quinlan and Robertson; remain the same as at date of interim report of the late District Engineer, A. G. Macfarlane, dated December 31, 1912, work on these contracts having been closed down for the winter months.



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Contract 57, J. McDiarmid Company, contractors, for the construction of coaling stations at Transeona, Redditt and Graham, is completed.

Contract 58F, John King, contractor, covering construction of design 'A' station buildings, section 12, is completed.

Contract 59, Grand Trunk Pacific Railway Company, contractors for the construction of cinder hoists at Transeona, Redditt and Graham, is practically completed.

Contract 60, John King, contractor, for the construction of station buildings from Graham eastwardly for a distance of 60 miles, is 99 per cent completed.

Contract 72F, Tharle and Crockett, contractors, for construction of station buildings, section 18, is 75 per cent completed.

Contract 77, for building sewer diversion at Archibald street and Verandrye and Mission streets, St. Boniface, is 99 per cent completed, the only work remaining to be done being the replacing of the asphalt pavement on Archibald street. Thos. Kelly & Sons, contractors.

Portable station at junction of Mission street line and old main line, contractors, Grand Trunk Pacific Railway Company, is completed, final estimate being given February 28, 1913.

Yours truly,

M. C. MACFARLANE,  
*District Engineer.*



REPORT ON OPERATION OF THE LINE BETWEEN MONCTON AND  
EDMUNDSTON, FOR THE FISCAL YEAR ENDING MARCH 31, 1913.

The Commissioners of the Transcontinental Ry.,  
Ottawa, Ont.

SIRS,—In accordance with your decision, having regard to the public interest, to operate 230 miles of the line in New Brunswick, between Moncton and Edmundston, temporarily, or until such time as the Grand Trunk Pacific Railway Co. has applied for and been granted a lease of this section of the line under the terms of the National Transcontinental Railway Act, operations were started on Wednesday, the 20th November, 1912. Mr. W. B. Cronk, who has had many years railway experience, including five years with the Canadian Pacific, was appointed General Superintendent, and a tri-weekly mixed train service was inaugurated, leaving Moncton for Edmundston on Mondays, Wednesdays and Fridays; returning Tuesdays, Thursdays and Saturdays.

As it was expected that the traffic would be very light for some time, the organization was made on very economical lines. Station agents were appointed only at the two divisional points: Edmundston and Napadogan. At Moncton arrangements were made for the use of the Intercolonial staff and terminal facilities, for which we pay according to the proportion which our business bears to the whole business done, based on car movements in and out of Moncton.

At intermediate stations, the lighting and heating of buildings is looked after by the section foremen, who live in same, which gives the public access to the station and saves expense of agents at points where, as yet, little business is done. The train conductors look after the billing of freight, &c., at such places.

The trackmen's sections are approximately 14 miles long, with only a foreman and one man per section, as a winter force. It has been necessary to take on extra temporary men on several of the sections where ice has been very troublesome owing to the excessive rainfall and numerous sudden changes in temperature.

Three (3) engines were rented from Messrs. Kennedy and McDonald, and necessary rolling stock leased from the Intercolonial Railway, at reasonable rates, but as they were unable to spare a snow plough we were obliged to purchase a new one, which is of same type as used by the Grand Trunk Pacific railway in the west, and can, doubtless, be turned over to them on reasonable terms when they begin operating this portion of the line.

The freight handled has been chiefly lumber, logs and coal, and in making rates, the Traffic Department of the G.T.P. have always been consulted in order to act in line with their general policy on rates and thus prevent any possible complications in that regard when they lease the line.

I attach statements from the Chief Accountant showing the revenue and expenditure from November 20, 1912, to March 31, 1913.

Respectfully submitted,

D. MACPHERSON,  
*Assistant to the Chairman.*

OTTAWA, November 12, 1913.



SESSIONAL PAPER No. 37

STATEMENT of Earnings and Expenditure *re* Operation of Edmundston  
Division—fiscal year, 1912-13.

OPERATING EXPENSES.

Maintenance of way and structures.. . . .	\$ 11,828 66
Maintenance of equipment.. . . .	1,314 53
Transportation expenses.. . . .	17,857 80
Other expenses.. . . .	5,145 98
	<hr/>
	\$ 36,146 97

OTHER EXPENDITURE.

Equipment.. . . .	7,009 38
Stores.. . . .	\$ 8,994 93
Less credits.. . . .	5,987 98
	<hr/>
	3,006 95
	<hr/>
	\$ 46,163 30

EARNINGS.

Freight.. . . .	\$ 10,583 23
Passenger.. . . .	2,710 35
Station and train privileges.. . . .	23 08
Switching and demurrage.. . . .	241 10
	<hr/>
	13,557 76
	<hr/>
Deficit.. . . .	\$ 32,605 54

NOTE.—\$3,577.37 of earnings remained uncollected at close of fiscal year. Cost value of equipment and stores on hand at close of fiscal year amounted to \$10,016.33.

R. M. J. McGILL,  
*Acting Chief Accountant.*



REPORT OF CHIEF ACCOUNTANT.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.  
CHEQUES ISSUED.

	Contracts.	Accounts Payable.	Pay Rolls.
	\$ cts.	\$ cts.	\$ cts.
1912			
April .....	46,410 70	37,107 24	13,615 81
May .....	503,762 63	101,001 95	77,639 76
June .....	752,242 80	323,667 59	77,960 98
July .....	1,199,770 58	264,111 00	85,700 36
August .....	1,234,261 38	103,223 59	84,031 14
September .....	1,193,767 74	149,514 22	84,674 41
October .....	1,220,025 84	271,549 63	84,186 21
November .....	1,197,107 63	136,009 71	82,838 69
December .....	1,094,779 26	246,246 69	80,084 24
1913.			
January .....	852,606 60	188,785 99	71,934 94
February .....	143,387 96	115,394 19	67,450 68
March .....	463,080 09	88,004 97	66,809 20
April .....	407,276 65	162,086 51	47,808 11
May .....	370,862 23	23,564 13	42 60
	10,679,342 09	2,210,270 41	924,777 13

SUMMARY.

Contracts .....	\$10,679,342 09
Accounts payable .....	2,210,270 41
Pay rolls .....	924,777 13
	\$13,814,389 63
Less amount deposited to the credit of the Receiver General .....	84,928 19
	\$13,729,461 44
Operation, District "A" .....	36,182 91
Total expenditure .....	\$13,765,644 35

R. M. J. McGILL.  
*Acting Chief Accountant.*



## SESSIONAL PAPER No. 37

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

## SUMMARY.

Headquarters. . . . .		\$190,983 55
District 'A.'—Construction. . . . .	\$ 620,251 75	
" 'B.'— " . . . . .	4,422,368 18	
" 'C.'— " . . . . .	1,683,765 54	
" 'D.'— " . . . . .	1,630,869 17	
" 'E.'— " . . . . .	2,330,451 09	
" 'F.'— " . . . . .	2,823,932 04	
		<hr/> 13,511,637 77
District 'B.'—Transport . . . . .	\$8,454 66	
" 'C.'— " . . . . .	5,712 45	
" 'D.'— " . . . . .	5,792 74	
" 'E.'— " . . . . .	6,256 22	
" 'F.'— " . . . . .	624 05	
		<hr/> 26,840 12
		<hr/> \$13,729,461 44
Operation, District 'A' . . . . .		36,182 91
		<hr/> \$13,765,644 35

R. M. J. MCGILL,  
Acting Chief Accountant.

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

## HEADQUARTERS.

	DR.	CR.
Accounting department. . . . .	\$ 24,032 12	
Purchasing department. . . . .	17,456 45	
Commissioners' department. . . . .	11,500 00	
Engineering department . . . . .	67,619 96	
Supplies. . . . .	4,377 12	
Furniture. . . . .	911 56	
Freight and express. . . . .	797 66	
Telegraph and telephone . . . . .	2,617 17	
Rent. . . . .	10,921 66	
Insurance. . . . .	876 20	
Travelling expenses. . . . .	7,480 48	
Advances. . . . .		\$ 10,225 00
Right of way and station grounds. . . . .	6,117 96	
General expenses. . . . .	43,822 92	
Legal expenses . . . . .	7,974 91	
Stock account. . . . .		4,529 87
Per diem charges. . . . .		767 75
	<hr/> \$206,506 17	<hr/> \$ 15,522 62
Less credits. . . . .	15,522 62	
	<hr/> \$190,983 55	

R. M. J. MCGILL,  
Acting Chief Accountant.



STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'A.'		Dr.	Cr.
Engineering.. . . .	\$ 42,045 28		
Right of way and station grounds.. . . .	48,753 73		
Instruments.. . . .	28 20		
Contract reserve.. . . .			\$ 45,197 44
Supplies.. . . .	493 45		
General expenses.. . . .	9,594 42		
Camp outfit.. . . .	70 05		
Shop machinery and tools.. . . .	21,003 46		
Freight and express.. . . .	263 92		
Miscellaneous structures.. . . .	32,951 05		
Grading.. . . .	127,789 75		
Grubbing.. . . .	307 20		
Bridges, trestles and culverts.. . . .	42,262 49		
Ties.. . . .	18,416 34		
Rails.. . . .	827 63		
Crossings, cattle-guards and signs.. . . .	8,190 55		
Track fastenings.. . . .	1,666 22		
Frogs and switches.. . . .	235 47		
Track-laying and surfacing .. . . .	13,875 06		
Interlocking or signal apparatus.. . . .	2,500 00		
Fencing right of way.. . . .	280 89		
Legal expenses.. . . .	75 25		
Telegraph lines.. . . .	1,093 29		
Water stations.. . . .	2,588 85		
Ballast and ballasting.. . . .	28,639 04		
Station buildings and fixtures.. . . .	131,856 12		
Yards and terminals.. . . .	9,325 95		
Tunnels.. . . .	116 24		
Fuel stations.. . . .	48,672 08		
Shops, roundhouses and turntables.. . . .	68,942 51		
Clearing.. . . .	20 00		
Insurance.. . . .	2,564 70		
	<hr/>		
	\$665,449 19		\$45,197 44
Less credits.. . . .	45,197 44		
	<hr/>		
	\$620,251 75		

R. M. J. McGILL,  
Acting Chief Accountant.



## SESSIONAL PAPER No. 37

STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'B.'		Dr.	Cr.
General expenses.. . . .		\$ 46,524 45	
Right-of-way and station grounds.. . . .		58,262 94	
Instruments.. . . .		457 44	
Contract reserve.. . . .			\$88,505 00
Supplies.. . . .		23,698 72	
Bridges, trestles and culverts.. . . .		473,353 48	
Engineering.. . . .		188,645 51	
Camp outfit .. . . .		2,402 05	
Freight and express.. . . .		5,200 82	
Medical fees.. . . .		15 00	
Clearing.. . . .		39,494 78	
Grading.. . . .		2,281,455 43	
Furniture.. . . .		170 82	
Fencing right-of-way.. . . .		10,839 95	
Rails.. . . .		189,365 36	
Shop machinery and tools.. . . .		23,521 72	
Frogs and switches.. . . .		1,397 76	
Miscellaneous structures.. . . .		41,649 05	
Track-laying and surfacing.. . . .		32,335 68	
Grubbing.. . . .		7,226 76	
Tunnels.. . . .		1,728 00	
Crossings, cattle-guards and signs.. . . .		3,376 68	
Ballast and ballasting.. . . .		209,487 70	
Water stations.. . . .		38,617 00	
Telegraph lines.. . . .		11,488 78	
Shops, roundhouses and turntables.. . . .		221,230 54	
Yards and terminals.. . . .		371,281 65	
Station buildings and fixtures.... . . .		154,926 52	
Ties.. . . .		18,256 03	
Track fastenings.. . . .		48,636 27	
Docks and wharfs .. . . .		5,092 01	
Insurance.. . . .		341 35	
Floating equipment.. . . .		392 93	
		<hr/>	
		\$4,510,873 18	\$88,505 00
LESS credits.. . . .		88,505 00	
		<hr/>	
		\$4,422,368 18	
		<hr/>	

R. M. J. McGILL,  
Acting Chief Accountant.



STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT NO.	Dr. Cr.	
	Dr.	Cr.
Engineering . . . . .	\$ 78,863 90	
Instruments . . . . .		\$ 179 35
Supplies . . . . .	24,231 31	
Camp outfit . . . . .	2,400 23	
Freight and express . . . . .	2,388 88	
General expenses . . . . .	8,548 41	
Medical fees . . . . .	46 95	
Miscellaneous structures . . . . .	3,729 66	
Bridges, trestles and culverts . . . . .	466,119 11	
Contract reserve . . . . .		65,631 65
Clearing . . . . .	23,202 30	
Grading . . . . .	670,518 95	
Grubbing . . . . .	24,270 41	
Ties . . . . .	38,252 16	
Rails . . . . .	257,973 50	
Track fastenings . . . . .	38,529 48	
Ballast and ballasting . . . . .	59,850 78	
Telegraph lines . . . . .	577 50	
Frogs and switches . . . . .	2,440 35	
Water stations . . . . .	8,185 02	
Track-laying and surfacing . . . . .	38,413 00	
Yards and terminals . . . . .	1,034 64	
	<hr/>	<hr/>
	\$1,749,576 54	\$65,811 00
Less credits . . . . .	65,811 00	
	<hr/>	<hr/>
	\$1,683,765 54	

R. M. J. MCGILL,  
*Acting Chief Accountant.*



## SESSIONAL PAPER No. 37

## STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'D.'		DR.	CR.
Engineering.. . . .	\$ 93,309 34		
Instruments.. . . .	88 29		
General expenses.. . . .	25,581 25		
Supplies.. . . .	24,195 04		
Station buildings and fixtures.. . . .	117,259 18		
Shops, roundhouses and turntables.. . . .	112,075 59		
Camp outfit.. . . .	1,164 88		
Freight and express.. . . .	1,660 71		
Medical fees .. . . .	533 75		
Furniture.. . . .	23 08		
Shop machinery and tools.. . . .	22,146 21		
Right of way and station grounds.. . . .	343 38		
Clearing.. . . .	26,792 00		
Rails.. . . .	2,117 64		
Grubbing.. . . .	9,459 40		
Contract reserve.. . . .			\$32,984 64
Grading .. . . .	526,478 48		
Bridges, trestles and culverts.. . . .	347,066 27		
Track fastenings.. . . .	22,809 45		
Ties.. . . .	8,201 18		
Yards and terminals .. . . .	5 00		
Frogs and switches .. . . .	22 55		
Track laying and surfacing .. . . .	5,422 75		
Ballast and ballasting.. . . .	201,378 07		
Miscellaneous structures.. . . .	10,244 21		
Water stations.. . . .	23,965 46		
Telegraph lines.. . . .	7,945 51		
Insurance.. . . .	1,947 40		
Fuel stations.. . . .	52,338 98		
Operation.. . . .	19,278 76		
	<hr/>		
	\$1,663,853 81		\$32,984 64
LESS credits.. . . .	32,984 64		
	<hr/>		
	\$1,630,869 17		

R. M. J. MCGILL,

*Acting Chief Accountant.*



## STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT 'E.'		Dr.	Cr.
Freight and express.. . . . .	\$	4,434 94	
Instruments.. . . . .			\$ 194 47
Supplies.. . . . .		16,257 83	
Engineering.. . . . .		80,711 78	
Camp outfit.. . . . .		1,368 46	
General expenses.. . . . .		12,045 34	
Medical fees.. . . . .		2 68	
Ties.. . . . .		268,340 96	
Furniture.. . . . .		199 43	
Frogs and switches.. . . . .		59 59	
Contract reserve .. . . . .			138,085 63
Grading .. . . . .		940,807 77	
Clearing.. . . . .		25,278 69	
Right of way and station grounds .. . . .		168 51	
Grubbing.. . . . .		20,627 62	
Bridges, trestles and culverts.. . . . .		618,502 74	
Track-laying and surfacing.. . . . .		117,347 05	
Ballast and ballasting.. . . . .		93,993 43	
Miscellaneous structures.. . . . .		29,576 75	
Track fastenings.. . . . .		2,746 59	
Rails.. . . . .		85,279 43	
Telegraph lines.. . . . .		8,857 00	
Shops, roundhouses and turntables.. . . .		60,126 88	
Station buildings and fixtures .. . . .		35,425 95	
Fuel stations.. . . . .		16,083 38	
Water stations.. . . . .		20,500 00	
Operation.. . . . .		9,613 39	
Insurance.. . . . .		375 00	
		<hr/>	<hr/>
		\$2,468,731 19	\$138,280 10
Less credits.. . . . .		138,280 10	
		<hr/>	
		\$2,330,451 09	

R. M. J. MCGILL,  
Acting Chief Accountant.



## SESSIONAL PAPER No. 37

## STATEMENT of expenditure for the fiscal year ended March 31, 1913.

DISTRICT ' F. '		Dr.	Cr.
Instruments.. . . . .			\$128 44
Supplies.. . . . .	\$ 18,183 08		
Right of way and station grounds . . . . .	132,170 20		
Freight and express.. . . . .	3,517 40		
Camp outfit.. . . . .	201 35		
Medical fees.. . . . .	3 60		
Shop machinery and tools.. . . . .	101,279 94		
Contract reserve.. . . . .	185,074 47		
Clearing.. . . . .	5,675 68		
Bridges, trestles and culverts . . . . .	191,966 23		
Legal expenses.. . . . .	108 68		
Rails.. . . . .	123,927 08		
Miscellaneous structures.. . . . .	60,806 24		
Frogs and switches . . . . .	3,867 66		
Track-laying and surfacing.. . . . .	17,346 29		
Tunnels.. . . . .	376 06		
Ballast and ballasting.. . . . .	118,151 33		
Fencing right of way.. . . . .	2,916 42		
Crossings, cattle-guards and signs . . . . .	32 50		
Telegraph lines.. . . . .	8,647 09		
Water stations.. . . . .	19,156 88		
Station buildings and fixtures . . . . .	63,219 69		
Yards and terminals.. . . . .	98,353 13		
Shops, roundhouses and turntables.... .	611,150 53		
Insurance.. . . . .	6,978 32		
Ties . . . . .	68,743 16		
Engineering.. . . . .	120,580 95		
General expenses.. . . . .	29,303 75		
Grubbing.. . . . .	741 51		
Track fastenings.. . . . .	12,736 04		
Grading.. . . . .	781,879 70		
Fuel stations.. . . . .	16,031 60		
Interlocking or signal apparatus . . . . .	6,520 00		
Operation.. . . . .	14,413 92		
	<hr/>		
	\$2,824 060 48		\$128 44
LESS credits.. . . . .	128 44		
	<hr/>		
	\$2,823,932 04		

R. M. J. MCGILL,

*Acting Chief Accountant.*



## STATEMENT of expenditure for the fiscal year ended March 31, 1913

## TRANSPORT.

*District ' B. '*

Pay rolls .. .. .	\$5,988 00	
Freight and express.. .. .	1,943 72	
General expenses.. .. .	324 54	
Travelling expenses .. .. .	198 40	
	<hr/>	\$8,454 66

*District ' C. '*

Pay rolls.. .. .	\$ 806 70	
Supplies.. .. .	413 70	
Camp outfit.. .. .	28 92	
Freight and express.. .. .	4,193 53	
General expenses.. .. .	267 88	
Travelling expenses.. .. .	1 72	
	<hr/>	5,712 45

*District ' D. '*

Pay rolls.. .. .	\$ 110 00	
Freight and express.. .. .	5,654 11	
General expenses.. .. .	6 00	
Travelling expenses.. .. .	22 63	
	<hr/>	5,792 74

*District ' E. '*

Pay rolls.. .. .	\$1,444 00	
Supplies.. .. .	9 20	
Freight and express.. .. .	4,666 52	
General expenses.. .. .	94 55	
Travelling expenses.. .. .	41 95	
	<hr/>	6,256 22

*District ' F. '*

Pay rolls.. .. .	\$ 408 85	
Freight and express.. .. .	33 45	
General expenses.. .. .	181 75	
	<hr/>	624 05
		<hr/>
		\$26,840 12

R. M. J. MCGILL,  
Acting Chief Accountant.



## SESSIONAL PAPER No. 37

## STATEMENT of Liabilities on March 31, 1913.

Ten per cent reserved on contracts:—

District 'A'...	\$168,493 97
" 'B'...	603,804 13
" 'C'...	202,165 71
" 'D'...	293,342 11
" 'E'...	286,593 57
" 'F'...	363,949 69
	<hr/> \$1,918,349 18
Outstanding time cheques...	1,309 64

Contingent liabilities:—

Unclaimed cheques deposited to the credit of the Receiver General...	1,386 12
	<hr/> \$1,921,044 94

R. M. J. MCGILL,  
*Acting Chief Accountant.*

## STATEMENT of expenditure from September, 1904, to March 31, 1913.

## CHEQUES ISSUED.

Year.	Pay Rolls.	Accounts Payable.	Contracts.
	\$ cts.	\$ cts.	\$ cts.
1904-05...	428,225 66	385,445 79	
1905-06...	761,942 45	714,771 65	51,239 08
1906-07...	646,924 55	954,692 38	3,993,640 06
1907-08...	1,002,535 82	2,346,786 77	15,637,591 05
1908-09...	1,215,423 52	2,627,644 48	21,129,957 36
1909-10...	1,202,445 12	2,174,880 67	16,694,267 68
1910-11...	1,187,151 09	3,700,007 96	18,678,176 31
1911-12...	1,059,630 64	5,031,187 29	15,115,638 77
1912-13...	924,777 13	2,210,270 41	10,679,342 09
	<hr/> 8,429,055 98	<hr/> 20,145,687 40	<hr/> 101,979,852 40

## SUMMARY.

Cheques issued for pay rolls...	\$ 8,429,055 98
" " accounts payable...	20,145,687 40
" " contracts...	101,979,852 40
	<hr/> \$130,554,595 78
LESS amount deposited to the credit of the Receiver General...	659,634 56
	<hr/> \$129,894,961 22
Special item paid by the Finance Department, in 1905, for surveys made by the Grand Trunk Pacific Railway east of Winnipeg...	352,191 73
	<hr/> \$130,247,152 95
Operation, District "A"...	36,182 91
	<hr/> \$130,283,335 86

R. M. J. MCGILL,  
*Acting Chief Accountant.*



4 GEORGE V., A. 1914

## STATEMENT of expenditure from September, 1904, to March 31, 1913.

From September, 1904, to June 30, 1905.. . . .	\$	778,363	63
For the year ended June 30, 1906 (including amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg, taken over by the Commissioners, viz: \$352,191.73).. . .		1,831,263	50
For the nine months ended March 31, 1907.. . . .		5,537,867	50
For the year ended March 31, 1908.. . . .		18,910,449	41
" " 1909.. . . .		24,892,772	98
" " 1910.. . . .		19,968,126	86
" " 1911.. . . .		23,487,853	73
" " 1912.. . . .		21,110,993	90
" " 1913.. . . .		13,765,644	35
Total expenditure.. . . .	\$	130,283,335	86

R. M. J. MCGILL,

*Acting Chief Accountant.*

## STATEMENT of expenditure from September, 1904 to March 31, 1913.

## SUMMARY.

Headquarters .. . . .	\$	1,938,971	72
District 'A.'—Location.. . . .	\$	304,367	85
" 'B.'— " .. . . .		569,488	50
" 'C.'— " .. . . .		529,261	81
" 'D.'— " .. . . .		446,018	32
" 'E.'— " .. . . .		257,543	94
" 'F.'— " .. . . .		836,648	42
	\$	2,943,328	85
District 'A.'—Construction.. . . .	\$	17,385,634	12
" 'B.'— " .. . . .		41,865,437	23
" 'C.'— " .. . . .		4,879,906	55
" 'D.'— " .. . . .		15,072,466	83
" 'E.'— " .. . . .		7,312,395	37
" 'F.'— " .. . . .		37,604,958	51
		124,120,798	61
District 'B.'—Transport.. . . .	\$	92,415	35
" 'C.'— " .. . . .		436,887	99
" 'D.'— " .. . . .		342,858	09
" 'E.'— " .. . . .		239,204	36
" 'F.'— " .. . . .		132,687	98
		1,244,053	77
		\$130,247,152	95
Operation, District 'A'.. . . .		36,182	91
		\$130,283,335	86

R. M. J. MCGILL,

*Acting Chief Accountant.*



## SESSIONAL PAPER No. 37

## STATEMENT of expenditure from September, 1904, to March 31, 1913.

## HEADQUARTERS.

Accounting department.....	\$ 158,525 91
Purchasing ".....	98,888 05
Commissioners' ".....	266,473 51
Engineering ".....	441,324 89
Supplies.....	51,338 54
Furniture and fixtures.....	25,053 59
Freight and express.....	13,972 84
Telegraph and telephone.....	24,430 55
Rent.....	92,589 99
Insurance.....	14,312 80
Travelling expenses.....	45,269 51
Advances.....	224,691 81
Right of way and station grounds.....	6,986 56
General expenses.....	345,645 28
Legal expenses.....	44,469 93
Medical service.....	3,710 55
Stock.....	52,593 49
Per diem charges.....	1,948 28
Ties.....	2,961 33
Instruments.....	12,484 96
Audit Grand Trunk Pacific Railway accounts (special)	1,617 80
Transport.....	9,681 55
	<hr/>
	\$1,938,971 72

R. M. J. MCGILL,  
*Acting Chief Accountant.*



4 GEORGE V., A. 1914

Statement of expenditure from September, 1904, to March 31, 1913.

DISTRICT A.		Dr.	Cr.
Engineering.. . . .	8	722,533	63
Right of way and station grounds . . .		521,352	95
Instruments.. . . .		90	50
Contract reserve.. . . .			\$168,493 97
Supplies.. . . .		102,882	07
General expenses.. . . .		202,418	35
Camp outfit.. . . .		7,179	56
Freight and express.. . . .		8,870	81
Furniture.. . . .		1,999	64
Grading.. . . .		8,228,585	51
Clearing.. . . .		158,263	35
Grubbing.. . . .		98,549	90
Bridges, trestles and culverts.. . . .		3,565,988	17
Ties.. . . .		472,154	59
Crossings, cattle-guards and signs.. .		25,089	35
Track fastenings.. . . .		229,384	68
Track-laying and surfacing.. . . .		162,461	27
Frogs and switches.. . . .		39,128	11
Interlocking or signal apparatus.. . .		21,125	96
Fencing right of way.. . . .		129,237	86
Telegraph lines.. . . .		73,483	66
Legal expenses.. . . .		2,421	84
Ballast and ballasting.. . . .		510,140	18
Water stations.. . . .		154,673	23
Station buildings and fixtures.. . . .		161,989	32
Yards and terminals.. . . .		88,887	21
Tunnels.. . . .		51,150	71
Shops, roundhouses and turntables.. .		178,972	66
Medical service.. . . .		644	23
Miscellaneous structures.. . . .		33,085	01
Shop machinery and tools.. . . .		21,003	46
Rails.. . . .		1,529,144	14
Fuel stations.. . . .		48,672	08
Insurance.. . . .		2,564	70
		<hr/>	<hr/>
		\$17,554,128 09	\$168,493 97
Less credits.. . . .		168,493 97	
		<hr/>	
		\$17,385,634 12	

R. M. J. MCGILL,

*Acting Chief Accountant.*



## SESSIONAL PAPER No. 37

STATEMENT of expenditure from September, 1904, to March 31, 1913.

DISTRICT 'B.'		Dr.	Cr.
General expenses.. . . . .	\$	318,293 83	
Right of way and station grounds.. . .		1,045,164 71	
Instruments.. . . . .	\$		2,551 12
Contract reserve.. . . . .			603,804 13
Supplies.. . . . .		262,640 42	
Bridges, trestles and culverts.. . . .		7,408,825 01	
Engineering.. . . . .		1,383,255 79	
Camp outfit.. . . . .		37,912 53	
Freight and express.. . . . .		34,572 85	
Medical service.. . . . .		1,139 82	
Clearing.. . . . .		376,474 85	
Grading.. . . . .		23,583,319 97	
Furniture.. . . . .		11,179 51	
Fencing right of way.. . . . .		186,315 85	
Rails .. . . . .		3,099,248 22	
Shop machinery and tools.. . . . .		39,009 00	
Frogs and switches.. . . . .		63,954 50	
Miscellaneous structures.. . . . .		49,092 68	
Track-laying and surfacing.. . . . .		454,105 48	
Grubbing.. . . . .		104,099 94	
Tunnels.. . . . .		67,744 60	
Crossings, cattle-guards and signs .. .		28,883 50	
Ballast and ballasting.. . . . .		605,310 64	
Water stations.. . . . .		114,839 53	
Telegraph lines.. . . . .		94,179 08	
Shops, roundhouses and turntables.. .		282,247 88	
Yards and terminals.. . . . .		976,239 31	
Station buildings and fixtures.. . . .		225,800 64	
Legal expenses.. . . . .		688 53	
Ties.....		1,067,553 08	
Track fastenings.. . . . .		528,512 29	
Interlocking or signal apparatus .. .		15,362 15	
Docks and wharfs.. . . . .		5,092 01	
Insurance .. . . . .		341 35	
Floating equipment.. . . . .		392 93	
		<hr/>	<hr/>
		\$42,471,792 48	\$606,355 25
LESS credits.. . . . .		606,355 25	
		<hr/>	
		\$41,865,437 23	

R. M. J. MCGILL,

*Acting Chief Accountant.*



4 GEORGE V., A. 1913

Statement of expenditure from September, 1904, to March 31, 1913.

DISTRICT 'C.'		Dr.	Cr.
Engineering.. . . .	8	249,529 92	
Instruments.. . . .		561 49	
Supplies.. . . .		73,064 44	
Camp outfit .. . . .		10,021 05	
Freight and express .. . . .		5,748 55	
General expenses.. . . .		34,740 80	
Medical service.. . . .		327 86	
Furniture.. . . .		824 23	
Shop machinery and tools .. . . .		576 38	
Bridges, trestles and culverts.. . . .		1,209,992 45	
Contract reserve.. . . .			\$202,165 71
Grading.. . . .		2,322,399 87	
Clearing.. . . .		159,188 50	
Grubbing.. . . .		93,645 65	
Ties.. . . .		230,522 90	
Rails.. . . .		436,427 75	
Track fastenings .. . . .		50,062 00	
Ballast and ballasting.. . . .		78,473 28	
Telegraph lines.. . . .		20,587 35	
Legal expenses.. . . .		291 73	
Frogs and switches.. . . .		3,113 29	
Water stations.. . . .		16,989 02	
Track-laying and surfacing.. . . .		80,202 55	
Yards and terminals.. . . .		1,052 14	
Miscellaneous structures.. . . .		3,729 66	
		<hr/>	
		\$5,082,072 26	\$202,165 71
LESS credits.. . . .		202,165 71	
		<hr/>	
		\$4,879,906 55	

R. M. J. MCGILL,

*Acting Chief Accountant.*



## SESSIONAL PAPER No. 37

## STATEMENT of expenditure from September, 1904, to March 31, 1913.

	DISTRICT 'D.'	
	Dr.	Cr.
Instruments.. . . . .	2,626 59	
Supplies.. . . . .	150,899 46	
Engineering.. . . . .	575,737 61	
Camp outfit.. . . . .	27,072 56	
General expenses.. . . . .	158,668 14	
Freight and express.. . . . .	12,860 13	
Furniture and fixtures.. . . . .	2,456 64	
Right of way and station grounds .. . .	4,454 33	
Clearing.. . . . .	305,988 97	
Bridges, trestles and culverts.. . . . .	3,118,287 61	
Rails.. . . . .	2,088,784 48	
Grading.. . . . .	6,431,646 14	
Grubbing.. . . . .	240,333 43	
Track fastenings.. . . . .	326,218 39	
Ties.. . . . .	646,935 98	
Yards and terminals.. . . . .	9,342 32	
Frogs and switches.. . . . .	45,311 25	
Track-laying and surfacing.. . . . .	166,108 23	
Ballast and ballasting.. . . . .	420,691 64	
Water stations.. . . . .	97,556 34	
Telegraph lines.. . . . .	53,749 79	
Contract reserve.. . . . .		\$293,342 11
Medical service.. . . . .	1,995 22	
Legal expenses.. . . . .	87 50	
Tunnels.. . . . .	4,985 13	
Interlocking or signal apparatus.. . . .	2,800 00	
Crossings, cattle-guards and signs.. . .	650 00	
Shop machinery and tools.. . . . .	22,158 81	
Miscellaneous structures.. . . . .	37,654 52	
Station buildings and fixtures.. . . . .	144,532 71	
Shops, roundhouses and turntables .. . .	191,649 88	
Fuel stations.. . . . .	52,338 98	
Insurance.. . . . .	1,947 40	
Operation.. . . . .	19,278 76	
	<hr/>	
	\$15,365,808 94	\$293,342 11
LESS credits.. . . . .	293,342 11	
	<hr/>	
	\$15,072,466 83	

R. M. J. MCGILL,

*Acting Chief Accountant*



4 GEORGE V., A. 1914

Statement of expenditure from September, 1904, to March 31, 1913.

	DISTRICT NO. 1	
	DR.	CR.
Instruments.. . . . .	602 56	
Supplies.. . . . .	65,231 21	
Engineering.. . . . .	202,484 81	
Right of way and station grounds.. . .	320 11	
General expenses.. . . . .	47,360 47	
Freight and express.. . . . .	11,692 35	
Camp outfit.. . . . .	5,631 86	
Medical service.. . . . .	123 78	
Grading.. . . . .	3,866,934 34	
Clearing.. . . . .	207,004 85	
Grubbing.. . . . .	147,126 43	
Furniture.. . . . .	738 97	
Bridges, trestles and culverts.. . . . .	951,899 67	
Contract reserve.. . . . .		\$286,593 57
Ties.. . . . .	373,593 16	
Tunnels.. . . . .	1,980 00	
Miscellaneous structures.. . . . .	33,662 91	
Frogs and switches.. . . . .	18,810 92	
Ballast and ballasting.. . . . .	94,874 68	
Track fastenings.. . . . .	146,745 45	
Rails.. . . . .	1,053,339 26	
Telegraph lines.. . . . .	9,359 50	
Track-laying and surfacing.. . . . .	117,347 05	
Shops, roundhouses and turntables.. . .	60,126 88	
Station buildings and fixtures.. . . . .	35,425 95	
Fuel stations.. . . . .	16,083 38	
Water stations.. . . . .	20,500 00	
Operation.. . . . .	9,613 39	
Insurance.. . . . .	375 00	
	<hr/>	<hr/>
	\$7,598,988 94	\$286,593 57
LESS credits.. . . . .	286,593 57	
	<hr/>	
	\$7,312,395 37	

R. M. J. MCGILL,  
Acting Chief Accountant.



## SESSIONAL PAPER No. 37

## STATEMENT of expenditure from September, 1904, to March 31, 1913.

DISTRICT F.		DR.	CR.
Instruments.. . . . .	\$	865 80	
Supplies.. . . . .		262,360 58	
Right of way station grounds.. . . .		866,069 93	
Freight and express.. . . . .		31,775 20	
Camp outfit.. . . . .		18,990 45	
Medical service.. . . . .		1,360 43	
Shop machinery and tools.. . . . .		977,789 83	
Contract reserve.. . . . .			\$363,949 69
Clearing.. . . . .		332,857 80	
Bridges, trestles and culverts.. . . .		3,442,007 07	
Legal expenses.. . . . .		1,978 43	
Rails.. . . . .		2,486,243 38	
Miscellaneous structures.. . . . .		117,623 78	
Frogs and switches.. . . . .		87,632 11	
Track-laying and surfacing.. . . . .		262,320 31	
Tunnels.. . . . .		195,673 46	
Ballast and ballasting .. . . . .		601,597 70	
Fencing right of way.. . . . .		43,448 74	
Crossings, cattle-guards and signs .. .		3,987 94	
Telegraph lines.. . . . .		85,279 89	
Water stations.. . . . .		342,440 83	
Station buildings and fixtures.. . . .		316,090 78	
Yards and terminals.. . . . .		466,759 52	
Shops, roundhouses and turntables.. .		2,973,685 39	
Insurance.. . . . .		6,978 32	
Ties.. . . . .		823,972 49	
Engineering.. . . . .		1,150,498 03	
General expenses.. . . . .		280,853 15	
Grubbing.. . . . .		69,224 98	
Track fastenings.. . . . .		408,169 98	
Grading.. . . . .		21,228,976 86	
Fuel stations.. . . . .		57,151 60	
Interlocking or signal apparatus.. . .		7,492 03	
Operation .. . . . .		14,413 92	
Furniture.. . . . .		2,337 49	
		<hr/>	
		\$37,968,908 20	\$363,949 69
LESS credits.. . . . .		363,949 69	
		<hr/>	
		\$37,604,958 51	

R. M. J. MCGILL,

*Acting Chief Accountant.*



4 GEORGE V., A. 1914

STATEMENT of expenditure from September, 1904, to March 31, 1913.

## SUMMARY.

Instruments.. . . . .	\$ 2,195 52
Supplies.. . . . .	917,077 88
Engineering.. . . . .	4,384,039 19
Camp outfit.. . . . .	106,808 01
General expenses.. . . . .	1,042,334 74
Freight and express.. . . . .	105,519 89
Medical service.. . . . .	5,591 34
Right of way and station grounds.. . . . .	2,437,362 03
Furniture .. . . . .	19,536 48
Grading.. . . . .	65,661,862 69
Clearing.. . . . .	1,539,778 32
Grubbing.. . . . .	752,980 33
Bridges, trestles and culverts.. . . . .	19,696,999 98
Ties.. . . . .	3,614,732 20
Rails.. . . . .	10,693,187 23
Crossings, cattle-guards and signs.. . . . .	58,610 79
Track-laying and surfacing.. . . . .	1,242,544 89
Frogs and switches.. . . . .	257,950 18
Interlocking or signal apparatus.. . . . .	46,780 14
Fencing right of way.. . . . .	359,002 45
Telegraph lines.. . . . .	336,639 27
Legal expenses.. . . . .	5,468 03
Ballast and ballasting.. . . . .	2,311,088 12
Water stations.. . . . .	746,998 95
Station buildings and fixtures.. . . . .	883,839 40
Yards and terminals.. . . . .	1,542,280 50
Tunnels.. . . . .	321,533 90
Track fastenings.. . . . .	1,689,092 79
Shops, roundhouses and turntables.. . . . .	3,686,682 69
Shop machinery and tools.. . . . .	1,060,537 48
Miscellaneous structures .. . . . .	274,848 56
Fuel stations.. . . . .	174,246 04
Docks and wharfs.. . . . .	5,092 01
Insurance.. . . . .	12,206 77
Floating equipment.. . . . .	392 93
Operation.. . . . .	43,306 07
	<hr/>
	\$126,039,147 79
LESS contract reserve.. . . . .	1,918,349 18
	<hr/>
Construction.. . . . .	\$124,120,798 61
Location.. . . . .	2,943,328 85
Transport.. . . . .	1,244,053 77
Headquarters.. . . . .	1,938,971 72
	<hr/>
	\$130,247,152 95
Operation, District 'A'.. . . . .	36,182 91
	<hr/>
Total expenditure.. . . . .	\$130,283,335 86

R. M. J. MCGILL,

*Acting Chief Accountant.*



## REPORT OF GENERAL PURCHASING AGENT.

OTTAWA, July 15, 1913.

*To the Commissioners of the Transcontinental Railway.*

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31, 1913:—

Nova Scotia.. . . . .	\$ 26,115 15
New Brunswick.. . . . .	20,292 39
Quebec.. . . . .	186,382 60
Ontario.. . . . .	143,521 60
Manitoba.. . . . .	20,473 13
British Columbia.. . . . .	6,845 16
United States.. . . . .	13,838 64
Great Britain .. . . . .	325 81
	<hr/>
	\$417,794 48

I have the honour to be,

Your obedient servant,

A. L. OGILVIE,  
*General Purchasing Agent*



